

BOSCH

Alfa Romeo
Audi
BMW
Capri
Fiat
Mercedes-Benz
Opel
Porsche
Saab
Volkswagen
Volvo

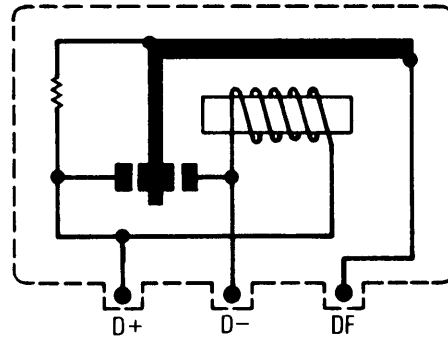
DESCRIPTION

Bosch alternator regulators are two contact, single field units. The field coil of the alternator is grounded and voltage contacts of the regulator are in series with the field.

TESTING

ON CAR TEST

Install a battery post adapter at the positive post of the battery. Connect voltmeter across the battery. Connect a tachometer to ignition system. Make sure all electrical accessories are turned off. Start engine with battery post adapter switch closed; open switch as soon as engine is started. With engine speed at 2500 RPM, load system with a ¼ ohm resistance. After voltage reading stabilizes, any reading between 13.5 and 14.8 volts is satisfactory.



OE2032

BOSCH ALTERNATOR REGULATOR

BUTEC

Jaguar XKE Series 3 V12
Jaguar XJ-6 W/Air Conditioning

► CHANGES, CAUTIONS, CORRECTIONS

► **BATTERY INSTALLATION, CHARGING & BOOSTER BATTERY CAUTIONS** — Observe cautions concerning electrical system as detailed in Butec alternator article.

DESCRIPTION

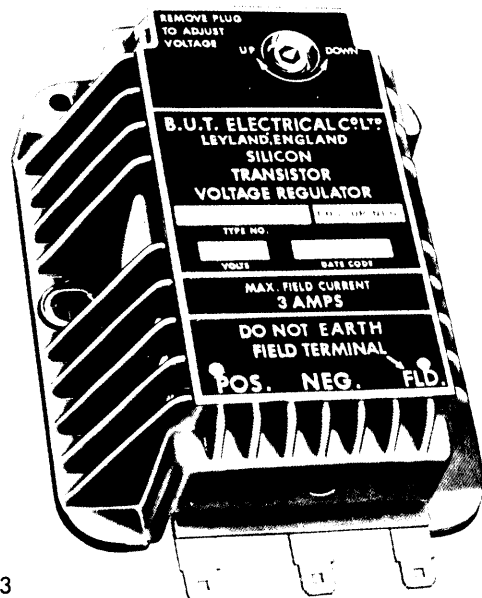
The Butec regulator is a fully transistorized unit with no moving contacts. The components are fixed upon a printed circuit base in a sealed aluminum case which is suitably finned for heat dissipation. Output voltage adjustment is by a screw, accessible on removal of a socket plug in front of case.

TESTING

ON CAR TEST

To check the voltage adjustment value, start engine and load system — a voltage of at least equal to battery voltage should exist between positive and negative terminals at regulator. The control potentiometer may be incorrectly set; adjust to 14 volts

with a normal load. Next, note setting of potentiometer, rotate fully clockwise and measure voltage between field and negative terminals; this must be less than 1.5 volts. If so the regulator is operating correctly; reset to the original position.



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BUTEC ALTERNATOR REGULATOR